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Some Startling Figures.

How the Railroads Rob the People Through Mail Contracts.

From the Appeal to Reason.

The government refuses to increase the pay of letter carriers, postal clerks and other government employees.

Mr. Loud and others in charge of postoffice affairs raise the cry of extravagance as an excuse for overworking and underpaying men employed by the United States government.

We should like very much to know what Mr. Loud and other postoffice authorities have to say about the steady robbing of the government by the railroads.

Who gets the money paid out by the railroad lobby, that its robbing of the government may go on?

It would be interesting to know why it is that no man in public office combines the ability and honesty necessary to shut out the railroad thieves.

Read some figures; bear them in mind when government ownership of railroads is discussed.

Senator Vilas of Wisconsin, in a speech in the senate, February 13, 1895, supplied the following figures among others:

The cost of building one of the railway postoffice cars averages \$3,500.

The railroads charge the government a certain rental for the use of these cars, in addition to making the government pay for the hauling of the cars.

According to the railroad figures supplied to Senator Vilas, the following expense accompanies the operating of the postal cars for each car:

Light, \$270 a year; heating, \$465 a year; repairs, \$350 a year; cleaning, \$365 a year. Total average cost of maintaining each car in use, \$1,395.

It is needless to point out the extravagance of these estimates. But let them stand for the purpose of argument.

When Senator Vilas was speaking it was proposed to appropriate \$3,205,000 to be paid by the government for renting postoffice cars during the ensuing year. That amount was to be paid for 700 postoffice cars—500 cars in use, 180 cars in reserve, and 50 additional cars that might become necessary.

According to the railroads' own figures, the cost of maintaining and operating these cars would be \$890,160.

Take that amount from the appropriation of \$3,205,000 and you find that the railroads were paid by the government \$2,314,840 for the use of the cars for one year.

No that after deducting a sufficient amount to renew the cars and keep them in order, the railroads steal from the government in one year practically the total cost of building the cars. In addition, the government pays an extravagantly high rate for hauling all these cars.

Things have been getting worse instead of better since Vilas made his speech. For the fiscal year ended June 30, 1901, the government paid to the railroad companies for the use of postoffice cars—as rental, independent of the charges for hauling the cars—\$4,038,284.03. Seven hundred and sixty-five cars were used.

Thus, as rental for each car, the government paid an average of \$4,038.03. To build a mailcar costs \$3,500; the outside limit, as fixed by the railroads, of the cost of maintaining and operating the cars in use is \$1,350—a total of \$4,850 for building a car and keeping it in order for a year.

Therefore, the government paid the railroads for each car per year the total cost of building the car, the cost of maintaining it and \$1,307.03 additional.

Every year the railroads get back from the government the entire cost of every car, the entire cost of maintaining and operating them, \$1,307.05 besides, and the regular scale for carrying the mails, as the law provides—an extravagantly high rate—over and above all the rest.

Individual railroads fare better than others.

Take, for example, the New York Central railroad, which owns one of New York state's representatives in the United States senate, Mr. Deper, and controls one other, Mr. Platt, through his express company.

The New York Central carries the government mails on the route from New York to Buffalo. In 1901 the government paid the New York central \$380,083.00 for the use of 29 cars.

Therefore, the government paid to the New York Central for one year \$10,456.07 for each car.

That is to say, each year it pays

the original cost of building the car, and the total cost of maintaining the car, twice over.

And at the end of the year the railroad still owns the car.

In addition, the railroad company received from the government \$1,288,080.41 for transporting the mails, under the regular weight schedule, between New York and Buffalo.

If you want to know how the railroads rob the government, through the connivance of senators, congressmen and others influenced by the railroad lobby, study these figures, which compare the charges for transporting government mail matter and ordinary express matter to a New York Central station twenty miles from New York:

For carrying 200 pounds per day of mail matter, at \$50 per mile per annum, the railroad is authorized to charge in one year \$1,000.

The express company carries a 200 pound package the same distance every day for \$365 a year.

In other words, the government pays \$1,000 for carrying 200 pounds of mail matter twenty miles every day for a year, in addition to paying an enormous rental for the cars. Express matter travels the same distance at the same speed for \$365 a year, and both the railroad company and the express company make a good profit on the transaction.

Poor's manual gives the Pennsylvania railroad company's own statement for 1900 as to its earnings.

On passenger, the railroad earns a small fraction over 2 cents per mile per passenger. On freight, it earns a little less than a third of a cent per mile per ton.

The government, however, pays all the railroads, including the Pennsylvania, an average of 12.18 per mile.

These are dull figures, but when you talk government ownership, when you talk about the robbery of the public by corporations, it is well to have some facts at your disposal.

Remember that the United States government pays every year to the railroads \$38,000,000 for carrying the mails and for the use of cars.

In France, where the government controls all the railroads, own many of them, and will eventually own all, the railroads carry the mail free, in return for their grants of right of way.

In Switzerland the railroads receive nothing for carrying the mails. The company that got permission to build a railroad had to carry the mail free in exchange for the privilege—with this exception: If the railroad company actually earned less than 35 per cent a year the government paid a reasonable price for mail service. The Swiss, more-wise than we, have now made all railroads government property.

In Germany, all railroads must carry one mail car free. If other cars are needed to transport the mails the government pays a small rate, which barely represents the cost of hauling the cars.

Austria's rules are practically the same as those of Germany.

The British parliament, like our own national congress, consists largely of men owned by the railroads. But they have some shame over there, and although the British mail service includes the parcels post and does the work of our express companies, the government pays to the railroads for all its carrying, including this enormous parcel express business, only one-ninth of the amount which the United States pays the railroads for the carrying of pure mail matter.

The public officials in Washington who connive at this kind of thievery talk about extravagance and waste when it is suggested that the hard-working men who sort the letters in the postoffice or carry the huge bundles on their backs should be paid fairly.

They can easily be persuaded to give away millions of government money to the New York Central railroad which has one of its lackeys and one of its puppets in the United States senate, but they can't treat fairly the actual workers who serve the people.

Ann the St. Louis boudlers guilty of any offense against the "peace and dignity of the state" greater than Sam Copk confessed himself and his political associates guilty of? Is it a greater offense to peddle out city legislation than state legislation in exchange for hard cash? Will Cook please answer through his "Democratic Press Bureau?"

Just Back From St. Louis With the Largest Stock of Goods Ever Brought to Kelso

I want your fall trade and will try to get it by offering you goods at prices you cannot resist. So here goes:

DRY GOODS.

New stock of calicoes goes at 4c and 5c.
Lot of LL sheeting worth 5c now 3 1-2c.
do do 6 1-2 goes at 5c.
A large lot of shirting going at 7 1-2c.
Canton flannel others ask 6c my price 4c.
Fleeced dress goods worth 10c now 8 1-3c.
Matted flannel others ask 15c I sell at 10c.
Bleached sheeting will sell at 4c.
do do others ask 8c I sell at 5c.
Tennis flannels others ask 12c I sell at 8c.
100 pair of good blankets, others sell at 75c, my price, 50c.
Men's night shirts worth 75c go at 45c.
Home knit hose worth 50c now sell at 35c.
Men's underwear worth \$1.00 go at 75c.
do do suits worth \$1.25 at 85c.
German knitting yarns, others ask \$1.00 per pound, my price, 65c.
Men's regular 25c suspenders go at 10c.
A great variety of table oil cloth at 15c.
Six spools of Coates' thread for 25c.
Men's Humbolt jeans pants, only \$1.00.

HATS AND CAPS.

Men's good, black \$1.00 hats go at 50c.
Men's \$1.50 hats, colors, my price, \$1.00.
Boys' and men's caps worth 50c go at 25c.
Boys' caps others sell at 25c I sell at 20c.

GROCERIES.

Half barrel saur kraut for only \$1.85.
Kegs do do 1.00.
Good rice, per pound, 4c.
Arbuckle's or Lion coffee, per pkg. 10c.
Loose roasted coffee, was 20c lb. now 15c.
19 lbs. good granulated sugar for \$1.00.
20 lbs. white sugar for 1.00.
12 bars good laundry soap for 25c.
Star tobacco, per lb., 40c. Battle-Ax and Standard Navy, per lb., 30c.
All kinds of twist tobacco, 7 twists, 25c.
Salt, \$1.20 per barrel. Brooms at 20c.

HARDWARE.

My line of hardware is complete. Everything the farmer needs. A car-load of American Fencing Wire.



SHOES.

A large line of the famous Hamilton-Brown Shoes just received.
Boys' shoes worth \$1.25 my price, \$1.00.
Ladies' shoes others sell at \$1.25, my price, 90c.
Men's brogans cut to 90c.
Mens' snag rubber boots worth \$3.50 go at \$3.00.
Mens' 2d rubber boots, good, I will sell at \$2.00.



Nails, 7d up, at \$2.50 per keg. A good hand-saw for 50c. Feed Cutters, Corn Shellers and hay-forks at correspondingly low prices. Ready-Mixed Paint, Oils, Brushes, Builders' Supplies, Pumps, Cook Stoves, Ranges, Barbed and Baling Wire, School books and Supplies and, in short, everything.

I invite you to come and examine my Stock and get prices. Respectfully,

A. BAUDENDISTEL, & KELSO.

BRYAN FAVORS JOHNSON.

Free Men and Not Free Silver Is What the Monopolists Fear Says Tom L. Johnson.

From Mr. Bryan's Commemorative.

The Ohio convention was of importance to the Democratic party for two reasons; first, because the Democrats of Ohio endorsed the Kansas City platform and put themselves in line with the Democracy of the nation; and, second, because it showed Tom Johnson's influence in the councils of the party in that state. One year ago the McLean following was sufficient to prevent the endorsement of democratic principles as enunciated in the last national platform and Mr. McLean had a considerable portion, although not a majority, of the state committee.

The readers of the Commemorative will remember the comment that was made upon the Ohio platform of 1901, and they will also remember that the election returns did not justify the expectations of those who thought that they could build up the party by remaining silent on the money question. It was probably fortunate that the evasion occurred last year, rather than this, because it aroused the rank and file of the party, and they instructed at the primaries, and by the time the state convention was reached the McLean element was so weak that it did not make any open contest.

The influence exerted by Tom Johnson upon the party organization is a wholesome one. He is strong, brave and honest. His sympathies are with the people, and he has the ability to fight their battles for them. He is open and above board in his methods and takes the people into his confidence. His candor is shown by his speech as temporary chairman. He said:

"The money question also is national. And let me tell you this is no dead issue, as some would have us believe. Dead though it may be in one form, it is alive in other and more radical forms. So long as Wall street interests dictate our financial policies, the money question cannot die. You know that I have never accepted the doctrine commonly known as '16 to 1.' I have worked with those who do accept it because I have believed, as I believe yet, that the free silver fight was the first protest of the American people against monopoly—the first great struggle here of the masses against the privileged classes. It was not free silver that frightened the plutocratic leaders. What they feared was free men."

Mr. Johnson was not an advocate of free coinage at 16 to 1, but the Chicago platform had no more earnest supporter because he recognized that the silver question was only one phase of the money question and that the money question was only one phase of the unending struggle between greed and human rights.

Mr. Johnson has not studied the money question as thoroughly as he has studied some other economic questions, but he is so devoted to the interests of the people that he can be depended upon to stand with them in the settlement of every controversy. He recognizes that the money question is not dead and he says it cannot die as long as Wall street interests dictate our financial policies, and that Wall street will dictate unless the people are constantly on their guard is only too evident.

The great financiers who act as pawn brokers for nations and great corporations do not want money

plentiful; they are advocates now and always of dear money because it is to their interest to be so. When, after 1840, gold became plentiful they wanted to demonetize gold; when silver began to increase in production they wanted to demonetize silver. Recently the gold supply has been increasing, but this year shows a falling off in the production in Alaska and no one can tell whether the supply of the yellow metal will continue to increase or whether we have for the present reached the end of new discoveries. This is certain, however, that whenever the supply of gold becomes sufficient to make the coinage of silver unnecessary the very men who have complained against silver will insist upon some limitation of the coinage of gold. Not only do the financiers need constant watching on the matter of primary money, but they also need watching on the subject of paper money. This question is entirely distinct from the question of metallic money. Whether the paper money should be issued by the government, like the greenbacks, or by the banks, is a question the settlement of which does not depend upon the relative production of gold and silver, and yet the men who want to dodge the silver question also want to dodge the question as it is related to paper money, and they have nothing to say against the asset currency and the branch banks. While it is to be regretted that Mr. Johnson is not prepared to defend every part of the financial plank of the Kansas City platform, his frank acknowledgment of difference on the ratio will answer one good purpose; it will convince the public that the men who have made such a fuss about 16 to 1 are not

sincere, for they will oppose Mr. Johnson as heartily as they would have done had he given emphatic endorsement to every word in the platform. Many have taken refuge behind the ratio when their real objection was to some other plank of the platform. Rich democrats who opposed the income tax, but were ashamed to say so, made a feigned objection to the silver plank, and the tools of corporations protested against the silver plank when their real objection was to the plank condemning government by injunction. These will be unmasked by Mr. Johnson's position. Being a fearless champion of free men he will be fought by the plutocratic element of the democratic party as bitterly as if he were one of the authors of the Chicago platform.

From Morley.

Hon. Champ Clark will speak here on October 6. It is to be hoped that he will be able to explain some of the doings of the ringsters.

Geo. Howle, of Blodgett, is in charge of the city tonsorial parlor. J.H. Frobas has gone to Staunton, Ill.

Dad Stiles, conductor or the work train, had the misfortune to lose a finger off his left hand Sunday morning.

Kiah Smith spent several days at Dexter this week visit his brother.

Norval Anderson and Jim Matthews, of Commerce, were here Sunday.

The millinery opening of Meedames Earles and Leslie was largely attended Saturday.

Joan Adams has accepted a position as clerk in a store at Mine La Motte.

We are all at the fair this week. Nothing doing.

From Oran.

Although the weather was very unfavorable the opening day of our fair was largely attended. On Thursday (Children's day) the crowd was enormous.

Mrs. Win. Freund, of Randol, visited here last week. This being her former home, all were glad to welcome her. Uncle John Freund is up again.

Mr. and Mrs. Rex Cunningham visited Mrs. Massey Sunday.

Mrs. Mabel Moran died Friday morning, aged 62 years. She was laid to rest at the Rocky branch cemetery.

Mr. and Mrs. Roy Williams visited Commerce Sunday, accompanied by Lucile Williams.

Berry Finley, Jr. is quite sick.

'ROUND-ABOUT.

New Hamburg school was awarded the banner at the Fair, Thursday, for having the largest turnout.

Cove Moore, of Commerce, was here Monday. He says that with his wife he left Commerce Sunday morning, went to St. Louis, bought his fall stock of goods and was at home in bed at 12 o'clock Monday night. The return was over the C. and E.I.

FARM FOR SALE—in Scott County, Mo., 35 acres; 1/2 mile from Oran on the Hamburg road; 15 acres in cultivation; 20 acres deadened; 3-room house with front and back porches. Also, one lot and 2-story, 5-room house, front and back porches, good fences, nice chicken yard and hen houses—in Oran. For prices, call on or write Mrs. W. A. ESLEY, Oran.

EVERY daily paper in St. Louis is opposed to public ownership. Why? Because the men who own these papers are in the private ownership business—even to the extent of privately owning the courts and legislative bodies.

Wanted—A boy or young man to assist in work in the Kicker office. A JERRY CITY justice of the peace, aged 72, went "sparkling," proposed to a widow aged 50, and was accepted. Being in a hurry about it, and wishing to be economical, he performed the ceremony on the spot. He officiated at his own wedding.

SHOULD a change occur in the political complexion of our supreme court it is probable that the World's Fair city will have many of her most prominent citizens in the penitentiary during the great show.

"Short guns at the Republican primary" was the startling headline in the St. Louis Chronicle on the day following the election last week. A very bad state of affairs exists in St. Louis.

Mr. and Mrs. Peter Shoen, of New Hamburg and W. H. Heisener, returned from St. Louis Sunday. Mrs. Heisener went on to Pierce City.

H. A. Leber, the Cape timber who has the contract for roofing the court house, had to suspend work on account of the rainy weather.

For Sale or Rent—The furniture of a hotel, the owner wishing to retire from business. Inquire at the Marshall House, Blodgett, Mo.

Henry Hilleman, of Graysboro, was here Wednesday.

Anton Baudendistel and Mose Drury, of Kelso, were here Monday. Most of our people vacated the town Thursday and attended the fair at Oran.

Thos. F. Hinkle of Oran, was here Tuesday.

The editor has been without help this week and has had no time to look after local news.

Leo. Welter, of Kelso, visited Benton and New Hamburg Wednesday.

Program for Musical.

A musicale at the residence of Mr. and Mrs. J. W. Clemson, Oran, Friday evening, October 3, will be conducted according to the following program:

1. Please Do Waltz. Durkes.
 2. Forest Home Waltz. John Della Fink.
 3. Artist Life Waltz. Strauss.
 4. Auld Lang Syne, var'n's. Durkes.
 5. Twilight Echoes. Jewell.
 6. Mosquito's Parade. Whitney.
 7. Moonlight on the Mississippi. Drumbel.
 8. King Neptune. Boscovitz.
 9. Her Bright Smiles. Richards.
 10. Melodies from the Opera. Garlitt.
 11. Oberon's Zephyr, or Solos Fantasia Opera. Eton.
- Examination of advanced class. Presentation of certificates. Examination of primary class, via Ella Bird, Helen Harv, Mary Baskwell.
- Prohibition. Judges decision and distribution of prizes. Refreshments.